

CHINA



MAIL.

Established February, 1845.

With which is incorporated The "Hongkong Evening Mail and Shipping List." Published every Evening.

VOL. XXXIII. No. 4269. 號七月三年七十七百八千一英

HONGKONG, WEDNESDAY, MARCH 7, 1877.

日三十月正年丑丁

PRICE, \$24 PER ANNUM.

AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALGAR, 8, Clement's Lane, Lombard Street. GEORGE STREET, 30, Cornhill. GORDON & GOSCH, Ludgate Circus, E. C. BATES, HENDY & CO., 4, Old Jewry, E. C. SAMUEL DRACON & CO., 160 & 164, Leadenhall Street.

NEW YORK.—ANDREW WIND, 133, Nassau Street.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GOSCH, Melbourne and Sydney.

SAN FRANCISCO and American Ports generally.—BRAN & BLACK, San Francisco.

CHINA.—SWATOW, QUELON & CAMPBELL, Amoy, WILSON, NICHOLLS & CO., Foochow, HEDGES & CO., Shanghai, LANE, CRAWFORD & CO., and KELLY & WALSH, Manila, C. HENNING & CO., Macao, L. A. DA GRAGA.

Auctions.

GENERAL WEEKLY SALE.

LANE, CRAWFORD & Co. will sell by Public Auction, in their Sale Room, Praya Central, on

FRIDAY,

the 9th March, 1877, at Noon.—An Invoice of Ladies and Gentlemen's Silk Umbrellas, Fashionable Perfumery in Cases, Toilet Soap, Cologne Water, Violet Powder, Table Cutlery, Corkscrews, Towels, Crystal Flower Stands, Japanese Toys.

12 cases Soda Crystals.
50 cases Gin, Cook mark.
Sundry Stationery.
Huntley and Palmer's Biscuits.
Hair and Wire Tube Brushes.

And,
An Invoice of R. Brown & Co.'s Paints, comprising: Red Paint, Black Paint, White Lead, and White Zinc.
TERMS OF SALE.—Cash before delivery in Mexican Dollars, weighed at 7.1.7. The Lot or Lots, with all faults and errors of description, at purchaser's risk on the fall of the hammer.

Hongkong, March 6, 1877. m09

PUBLIC AUCTION.

LAND AND PROPERTY.

LANE, CRAWFORD & Co. have received instructions to sell by Public Auction, on

SATURDAY,

the 10th March, 1877, at Noon, on the Premises (unless previously disposed of by Private Sale).—

A Portion of that Piece or Parcel of GROUND, registered in the Land Office as Inland Lot No. 174, abutting on the North side thereof on a Close registered in the Land Office as Inland Lot No. 170, and measuring thereon forty-five feet, on the South side on the remaining portion of Inland Lot No. 174 and measuring thereon forty-five feet on the East side thereof on Peel Street, and measuring thereon twenty-nine feet, and on the West side thereof on Staveley Street and measuring thereon twenty-nine feet, which said Piece or Parcel of Ground contains in the whole 1317 square feet and is known as No. 3 Peel Street, together with the three-storied TENEMENT or DWELLING HOUSE erected thereon.

Annual Crown Rent, \$15 5s.
TERMS OF SALE.—One-half of the purchase money to be paid on the fall of the hammer, and the balance on completion of the Deed of Transfer, the expenses of which to be paid by the purchaser.
The Property to be at Purchaser's risk on the fall of the hammer.

For further Particulars, apply to
LANE, CRAWFORD & Co.,
Auctioneers,
Hongkong, February 26, 1877. m010

POSTPONEMENT OF SALE.

PUBLIC AUCTION.

The Undersigned has received instructions from Rev. R. H. Kidd to sell by Public Auction, on

MONDAY,

the 12th day of March, 1877, at 2 o'clock p.m., (instead of the time previously advertised), at his Residence,
Albany Road,—

The whole of his Household FURNITURE, &c., comprising:—Drawing, Dining and Bedroom Suites, Sofas, Chairs, Easy Chairs, Mirrors, Tables, Pictures, Sideboard, Whatnots, Glass and Plated Ware, Crockery Ware, Bedsteads, Wardrobes, Toilet Tables and Glass, Washstands, &c., &c.
Catalogues will be issued, and the whole to be on view on and after Saturday, the 10th March.

TERMS OF SALE.—Cash before delivery in Mexican Dollars weighed at 7.1.7. All Lots, with all faults and errors of description, at purchaser's risk on the fall of the hammer.

J. M. ARMSTRONG,
Auctioneer,
Hongkong, February 26, 1877. m012

Notices of Firms.

NOTICE.

MR. FERDINAND NISSEN has been compelled to retire from our Firm in consequence of failing health, and his interest and responsibility ceased on the 31st December last.

MR. NICHOLAS AUGUST SIEMSEN has been authorized to sign for us by Proclamation. We have this day reopened a branch of our firm at Canton.

SIEMSEN & Co.

Hongkong, January 1, 1877. ap2

NOTICE.

WE have been appointed AGENTS for the AMERICAN SHIPMASTERS' ASSOCIATION.

ARNHOLD, KARBURG & Co.

Hongkong, February 2, 1877. ap2

VICTORIA DISPENSARY.

ON and after the 16th day of November, 1876, and until further notice, the BUSINESS of the above-named DISPENSARY will be carried on by the Undersigned.

WM. CRUIKSHANK,
Manager.
Hongkong, November 21, 1876

NOTICE.

THE Partnership hitherto existing between the Undersigned under the name of MESTERN & HULSE has this day been dissolved by lapse of time, and the signature of the Firm will henceforth be used for the Liquidation only.

C. J. MESTERN,
W. HULSE.
Canton, December 31, 1876. ap2

Intimations.

NOTICE.

PARTIES having left some Luggage are requested to take delivery of same as soon as convenient, but not later than the 31st March next. After this Date they will be held by AUCTION; the amount realised will be placed to the credit of their account with the Hotel.

V. FAVRE,
Proprietor, Hotel de l'Univers.
Hongkong, March 5, 1877. m012

NOTICE.

THE Undersigned have this day CLOSED their PHOTOGRAPHIC ROOMS and ceased to carry on Business. Creditors are requested to send in their Claims for payment not later than the 15th instant. Those indebted to us will oblige by an early settlement.

HONGKONG PHOTOGRAPHIC CO.

Hongkong, March 2, 1877. m012

ERNEST WASSILL & Co.,
PHOTOGRAPHERS.

I HAVE This Day Established myself as PHOTOGRAPHER at the Corner of Wyndham and Wellington Streets, at the Building lately occupied by the HONGKONG PHOTOGRAPHIC CO., under the above Style.

ERNEST WASSILL.

Hongkong, March 3, 1877. ap1

HONGKONG.

CHS. J. GAUPP & Co.,
WATCHMAKERS & JEWELLERS,
38, Queen's Road,

NAUTICAL INSTRUMENTS,
CHRONOMETERS,
&c., &c., &c.

Carefully Repaired, Cleaned and accurately rated under guarantee.

All Repairs in the above line done at reasonable rates and with despatch.

Hongkong, May 1, 1876. u.

W. BALL,

CHINA DISPENSARY.
IMPORTER OF DRUGS, CHEMICALS,
DRUGGISTS' Sundries, TOILET
REQUISITES, PATENT MEDICINES
AND PERFUMES.

Prescriptions Dispensed with Carefulness,
and Prompt Attention.

PRAYA WEST, HONGKONG.

Near the Canton Steamer's Wharf.
Hongkong, July 13, 1876.

AFONG,

PHOTOGRAPHER,
by appointment, to
H. E. SIR ARTHUR KENNEDY,
GOVERNOR OF HONGKONG;
and to
H. I. H. THE GRAND DUKE ALEXIS
OF RUSSIA.

Wyndham Street, formerly Athletic Club,
HAS on hand the Largest and Best
collection of Views of China, Photo-
graphs Albums, Frames, Cases, &c., of
various sizes. Photographs enlarged from
O. D. V. size to life size and coloured in
oil. A new apparatus for Photography has
been received from England; he is prepared
to take Photos of Buildings and interiors
at the shortest distance.

Hongkong, July 17, 1876.

Intimations.

MacEWEN, FRICKEL & Co.

ARE NOW LANDING AN INVOICE OF

ROUYER GUILLET & Co.'s CELEBRATED BRANDY.

This BRANDY is well known in England, the Colonies, and India.
The Firm possess Six Vineyards and Six Distilleries,
and are amongst the largest shippers
from Charente.

Qualities One *, Two **, Three ***, and Four ***,
in Cases of One Dozen Quarts.

Also,

POMMERY & GRENOS

"Extra Sec." CHAMPAGNE,

in Quarts and Pints,

As supplied to the principal London Clubs.

Hongkong, January 5, 1877. [ap5]



NAVAL CONTRACT, 1877-8.

SEALED TENDERS, in duplicate, will be received by the Undersigned, until Noon on THURSDAY, the 15th March, 1877, from Persons desirous of SUPPLYING the following ARTICLES for the use of H. M. Navy for the year 1877-8, viz.:

FRESH BEEF RAISINS
FRESH VEGETABLES WATER
RICE SOFT BREAD
SUGAR BISCUITS
TEA

Printed Forms of Tender and further particulars can be obtained at the Naval Storekeeper's Office.

The right to reject the lowest or any Tender is reserved.

J. BRENNER,
Storekeeper.

H. M. Victualling Yard, Hongkong, m016

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND declared for the Half-year ending on 30th December last, at the rate of ONE POUND STERLING (£1) per share of \$125, is PAYABLE on and after THURSDAY, the 15th instant, at the Offices of the Corporation, where Shareholders are requested to apply for Warrants.

By Order of the Court of Directors,
THOMAS JACKSON,
Chief Manager.

Hongkong, February 15, 1877.

NOTICE.

LONDON & ORIENTAL STEAM TRANSIT INSURANCE CO.

THE BUSINESS of this Company has This Day been Transferred to THE MARINE INSURANCE CO., of 20, Old Broad Street, LONDON.

By Order of the Proprietors,
WILLIAM HUNT,
Secretary.

137, Leadenhall Street,
LONDON,
1st January, 1877.

THE MARINE INSURANCE CO.

20, Old Broad Street,
LONDON,
1st January, 1877.

ESTABLISHED 1866.

CAPITAL, £1,000,000 STERLING.
RESERVE FUND, £840,000

WITH Reference to the foregoing Advertisement THE MARINE INSURANCE CO. has This Day taken over the Business of the LONDON & ORIENTAL STEAM TRANSIT CO., and has Appointed Mr. A. McIVER as its AGENT in Hongkong.

By Order of the Board of Directors,
ROBERT J. LODGE,
Manager.

THE Undersigned is prepared to Accept Risks and issue Policies on behalf of the MARINE INSURANCE CO. by any First Class Steamer.

A. McIVER,
Agent of the Marine Insurance Co. of London.

Hongkong, February 16, 1877. au17

EXPOSITION UNIVERSELLE

DE 1878.

THE CONSUL OF FRANCE has the honour to inform those Persons who wish to take part in the intended Exhibition, that they will find at the Consulate all Information and Particulars they may require.

For the Consul,
G. BOULOUZE, Vice-Consul.
Hongkong, December 18, 1876.

THE MEDICAL HALL,

37, Queen's Road, Hongkong.

ESTABLISHED 1863.

TH. KOFFER, Proprietor.

Hongkong, April 28, 1876. ap28

NAVAL & MILITARY ATHLETIC SPORTS.

WITH Kind Permission of H. E. Major-General the Hon. Sir F. COLBORNE, K.C.B., and H. E. the Vice-Admiral RYDER, and under the Patronage of H. E. the Governor Sir ARTHUR KENNEDY, K.C.M.G., C.B., H. E. Vice-Admiral RYDER, and H. E. Major-General the Hon. Sir F. COLBORNE, K.C.B.

The above Sports will be held

ON THE CRICKET GROUND,

FRIDAY and SATURDAY,

9th & 10th March, 1877.

COMMITTEE:

Commodore G. W. WATSON, President.

Lt. Col. C. A. S. DICKINS, Vice-President.

28th Regt., &c., &c., &c.

MEMBERS:

Commander A. L. DOUGLAS, R.N.

H. SALMOND, R.N.

Lieut. W. S. P. SEAVES, R.N.

J. R. O. GORDON, R.N.

F. O. FINE, R.N.

Lieut. Col. HALL, R.A.

Major BURTON, R.A.

Dep. Com. BAKER, Commat. Dept.

Asst. " KERNAGHAN, Ord. Dept.

Dr. WILSON, Medical Dept.

W. HYMES, Esq.

PROGRAMME:

1.—100 Yards Flat Race.

2.—440 Yards Flat Race.

3.—880 Yards Flat Race.

4.—1 Mile Flat Race, Open.

5.—1 Mile Flat Race, Open to Men of the Garrison.

6.—1 Mile Flat Race, Open to Sailors and Marines.

7.—2 Miles Flat Race.

8.—High Jump.

9.—Wide Jump.

10.—120 Yards Hurdles.—10 Flights.

11.—Boys' Race.—220 Yards Flat Race.

12.—Veteran Race.—800 Yards Flat Race.

For Men of 17 Years Service and Over.

13.—200 Yards Flat Race.—Heavy Marching Order.—Open to Soldiers and Marines.

14.—200 Yards Flat Race.—Heavy Marching Order.—Open to Blue Jackets.

15.—Three-Legged Race.

16.—Wheel Barrow Race.

17.—Water Bucket Race.

18.—Throwing the Cricket Ball.

19.—Putting the Shot.

20.—Throwing the Hammer.

21.—Sack Race.

22.—Tug of War.

23.—300 Yards Flat Race.—Open to Foreign Men of War.

24.—Consolation Race.

25.—Tug of War.—Open to a Single Team from the Army, Blue Jackets and Marines, and Dock-Yard Employes.

26.—1 Mile Flat Race.—Open to Officers of the Army and Navy, and Members of the Hongkong and German Clubs.

27.—120 Yards Hurdles.—Open to Officers of the Army and Navy, and Members of the Hongkong and German Clubs.

Visitors are particularly requested not to pass under the Tapes; a Grand Stand will be erected for their accommodation. The First Race to be started at 1 o'clock punctually.

R. E. F. WALKER, 28th Regt.,
Hon. Secretary.

MURRAY BARBERS,
Hongkong, March 1, 1877. m010

Intimations.

NOTICE.

NEITHER Captain FORBES nor the AGENTS or OWNERS of the American Barque "GARIBOLDI" will be RESPONSIBLE for any DEBTS contracted by the Crew.

JARDINE, MATHESON & Co.,
Agents.
Hongkong, February 28, 1877.

Bank.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL, £5,000,000 Dollars.
RESERVE FUND, £500,000 Dollars.

COUNCIL OF DIRECTORS.
Chairman—G. HOPKINS, Esq.
Deputy Chairman—F. D. SARSON, Esq.

AD. ANDER, Esq. A. McIVER, Esq.
E. R. BELLON, Esq. S. W. FOMEROY, Esq.
Hon. W. KENNEDY, Esq. ED. TORIN, Esq.

CHIEF MANAGER.
Hongkong, . . . THOMAS JACKSON, Esq.
Shanghai, . . . EMMET CAMPBELL, Esq.

LONDON BANKERS.—London and County Bank.

HONGKONG.

INTEREST ALLOWED
ON Current Deposit Accounts at the rate of 1 per cent. per annum on the daily balances.

On Fixed Deposits:—
For 3 months, 2 per cent. per annum.
" 6 " 4 per cent. " "
" 12 " 5 per cent. " "

LOCAL BILLS DISCOUNTED.
Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts, granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON,
Chief Manager.

Offices of the Corporation,
No. 1, Queen's Road East.
Hongkong, February 16, 1877.

Shipping.

Steamers.

FOR AMOY.
The Steamship
"ESMERALDA,"
Capt. TERBAUD, will be despatched for the above Port on THURSDAY, the 8th instant, at 2 p.m.

For Freight or Passage, apply to
A. MAO, HEATON,
Agent.
Hongkong, March 5, 1877. m08

FOR SHANGHAI.
The Steamship
"HESPERIA,"
Capt. JOHANNSEN, will be despatched for the above Port on THURSDAY, the 8th inst., at 3 p.m.

For Freight or Passage, apply to
Wm. POSTAU & Co.,
Agents.
Hongkong, March 6, 1877. m08

FOR COOKTOWN.
The British Steamer
"THALES,"
Captain COLES, will load here for the above Port, and will leave on FRIDAY, the 9th inst., at 2 p.m.

For Freight or Passage, apply to
HOP KEE & Co.
Hongkong, March 6, 1877. m09

FOR SWATOW, AMOY, & FOOCHOW.
The Steamship
"LEONOR,"
Capt. M. YOUNG, will be despatched for the above Ports on SUNDAY, the 11th instant, at Daylight.

For Freight or Passage, apply to
DOUGLAS LAFLAIX & Co.
Hongkong, March 6, 1877. m011

NOTICE.

COMPAGNIE DES MESSEAGERIES MARITIMES.
PAQUEBOT POSTE FRANCAIS.

The Company's Steamship
"TANAIS,"
Comdt. REYNIES, will be despatched for YOKOHAMA shortly after the arrival of the next French Mail.

H. DU POUY,
Agent.
Hongkong, March 2, 1877.

NOTICE.

COMPAGNIE DES MESSEAGERIES MARITIMES.
PAQUEBOT POSTE FRANCAIS.

The Company's Steamship
"PHILO,"
Comdt. LECOSTRE, will be despatched for SHANGHAI shortly after her arrival from Europe.

H. DU POUY,
Agent.
Hongkong, March 3, 1877.

Shipping.

Sailing Vessels.

FOR NEW YORK.

The A 1 American Ship
"MONTEAR,"
W. TAYLOR, Master, will load here, and will have quick despatch as above.

For Sale.

CUTLER, PALMER & Co's
Celebrated
Brands of WINES and SPIRITS.
Apply to
SIEMSEN & Co.
Hongkong, June 22, 1876.

NOW READY.

A CHINESE DICTIONARY IN THE
CANTONESE DIALECT. Part I.
A to K, with Introduction. Royal 8vo.,
pp. 202.—By ERNEST JOHN EITEL, Ph.D.
Tubingen.
Price: Two Dollars and a Half.
To be had from Messrs LANE, CRAWFORD
& Co., Hongkong and Shanghai; and Messrs
KELLY & WALSH, Shanghai.
Hongkong, February 8, 1877.

FOR SALE.

CHAMPAGNE, 1874.
HEIDSIECK & Co., MONOPOLIST.
DEETJEN & Co.
Hongkong, February 19, 1877. mcl9

NOW READY.

FENG-SHUI, or, THE RUDIMENTS OF
NATURAL SCIENCE IN CHINA. By Dr.
E. J. EITEL. One Volume. 8vo. Price,
\$1.00.

BUDDHISM, ITS HISTORY, THEORY AND
POPULAR RELIGION, in three Lectures.
By Dr. E. J. EITEL. Second Edition. One
Volume. 8vo. Price, \$1.50.
Orders will be received by Messrs LANE,
CRAWFORD & Co.
Hongkong, July 31, 1873.

Intimations.

MUNICIPAL CORPORATION,
PENANG.

THE Municipal Commissioners of Penang
are desirous of receiving DESIGNS
for a TOWN-HALL. This Building is to
be erected on the ground on the east side
of the Esplanade situated between the latter
and Duke Street, and its cost is not to
exceed \$30,000.

The Commissioners offer a PREMIUM of
\$400 for the best and most suitable Design
(with Specifications) and competitors have
the option of forwarding Tenders for carrying
out the work.

The Designs, accompanied with all docu-
ments, are to be sent to the Municipal Office,
Penang, on or before the 1st of March next.
For further information apply to the
Secretary to the Municipal Commissioners at Penang.

D. C. PRESGRAVE,
Municipal Secretary.

Penang,
Municipal Office,
The 31st September, 1876.

Not Responsible for Debts.

Neither the Captain, the Agents, nor
Owners will be responsible for any
Debts contracted by the Officers or Crew
of the following Vessels, during their stay
in Hongkong Harbour:—

STAR OF CHINA, British ship, Captain E.

B. Blaker.—Douglas Laiprak & Co.

NEHEMIAH GIBSON, American barque, Captain D. Bradford.—Arnhold, Karberg & Co.

BONITO, German barque, Captain J. F. Weisenberg.—Siemssen & Co.

ALDEN BESSE, American barque, Captain B. Noyes.—Rosario & Co.

TRUBURNIA, British ship, Captain Robt. Golden.—Meyer & Co.

FORMOSA, German 3-m. schooner, Capt. G. Schwaer.—Melchers & Co.

WANDERING MINSTREL, British barque, Captain Wm. Siverwright.—Siemssen & Co.

MYSTIC BELLE, American ship, Captain David Plummer.—Siemssen & Co.

ORANGE GROVE, British barque, Captain A. Longmuir.—Vogel, Hagedorn & Co.

ROSINA, American 3-m. schooner, Capt. C. W. Hansen.—Arnhold, Karberg & Co.

TULLOCHGORMY, British schooner, Capt. S. Masson.—Chinese.

To-day's Advertisements.

BRITISH SHIP SIR HARRY PARKES, FROM LONDON.

CONSIGNEES of Cargo by the above-named Vessel are hereby requested to send in their Bills of Lading to the Under-
signed for counter-signature, and to take
immediate delivery of their Goods.
Cargo impeding the discharge of the
Vessel will be landed and stored at Con-
signees' risk and expense.

MELCHERS & Co.,
Agents.

Hongkong, March 7, 1877. mcl0

FROM CALCUTTA, PENANG AND SINGAPORE.

THE S. S. *Penguin* having arrived, Con-
signees of Cargo are hereby requested to
send their Bills of Lading to the Under-
signed for counter-signature, and to take
immediate delivery of their Goods.
Cargo impeding the discharge will be
at once landed and stored at Consignees'
risk and expense.

JARDINE, MATHESON & Co.
Hongkong, March 7, 1877. mcl4

FOR SALE.

JUST LANDED EX S. S. *Hesperia*.
H. PIPER & Co's Celebrated CHAM-
PAGNE, CARTE BLANCHE,
CARTE BLANCHE SEC and CARTE
DUREE in Qu. and Pints.

The well known **OTARD DUYOY & Co's**
BRANDY in Cases of 12 qt. Bottles and a
Small Lot of MEDOC CHARENT in qt.
Bottles.

Apply to
L. L. BUSH.

Hongkong, March 7, 1877.

FOR SALE.
A GREAT VARIETY OF
LADIES' NOTE PAPER AND
ENVELOPES.

Apply to
ED. CHASTEL,
Queen's Road Central.

Hongkong, March 7, 1877. mcl5

SHIPPING.

ARRIVALS.

March 7, *Esmeralda*, British steamer, 395,
E. Theobald, Manila March 4, General.—
A. Mc G. HEATON.

March 7, *Edinburgh*, British steamer,
1780, H. Woreley, from a cruise.—E. E.
& A. TELEGRAPH CO.

March 7, *Peng-chow-hai*, from a cruise.

March 7, *Penguin*, British steamer, 1122,
Cowell, Calcutta Feb. 18, Penang 24, and
Singapore 26, General.—JARDINE, MAT-
HESON & Co.

March 7, *Sir Harry Parkes*, British ship,
616, Chapman, London Oct. 14, General.—
MELCHERS & Co.

March 7, *Helena*, German barque, 373,
T. A. Volguardsen, Saigon Feb. 5, Timber.
—WIKER & Co.

March 7, *Namoa*, British steamer, 862,
G. Westoby, Saigon March 1, Rice.—
DOUGLAS LAIPRAK & Co.

March 7, *Arratoon*, British ship, 18,
1892, A. B. MacTavish, Calcutta Feb. 18,
Penang 25, and Singapore 28, General.—
DAVID SASSOON, SOHA & Co.

DEPARTURES.

Mar. 7, Yesso, for Coast Ports.

7, Rajanathianwar, for Bangkok.

7, Sunbeam, for Macao.

CLEARED

Glamorganshire, for Bangkok.

China, for Canton.

PASSENGERS.

Per *Esmeralda*, from Manila, Mr and
Mrs Ueda, Mrs G. Romano, Miss M.
Romano, Lieut. F. G. Romano, Mrs J.
Velasco, Messrs G. Kachko, Robt. Mar-
shall, F. Reyes, A. Reyes, M. Ping, and
100 Chinese.

Per *Penguin*, Mr Tooth and 101 Chinese.

Per *Namoa*, from Saigon, Mr and Mrs
McWilliam, and 14 Chinese.

Per *Arratoon*, from Calcutta, etc.,
Colonel and Mrs Cockburn, Messrs Sloane
Stanley, J. B. Watson, Power and servant,
Dorabjee, and Fukiriboy, 192 Chinese and
8 Europeans.

DEPARTED.

Per Yesso, for Amoy, Messrs Oakley,
Martin, and Melver. For Foochow, Rev.
Mr Wolfe, Messrs Nissen, Barnett, Cox,
and Tennent.

Per *Rajanathianwar*, for Bangkok, 80
Chinese.

SHIPPING REPORTS.

The British steamer *Esmeralda* reports: Had
fine weather and strong monsoon
throughout.

The British steamer *Penguin* reports: Had
strong monsoon to Pulo Sapata, thence
fine weather to arrival.

The British steamer *Namoa* reports: Left
Saigon Thursday March 1st 8 p.m., anchored
in river all night, Cape St. James Friday
March 2nd 8 a.m. Had a strong monsoon
with heavy head seas throughout the
passage.

The British steamer *Arratoon* reports: Left
Saigon Thursday March 1st 8 p.m., anchored
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General Memoranda.

FRIDAY, March 9.—
Noon.—General Weekly Sale by Messrs
Lane, Crawford & Co.
2 p.m.—*Thales* leaves for Cooktown.

SATURDAY, March 10.—
Noon.—Sale of Ground and Property in
Peel Street.

SUNDAY, March 11.—
Daylight.—*Leonor* leaves for Coast Ports.

MONDAY, March 12.—
2 p.m.—Sale of Household Furniture, at
Rev. R. H. Kidd's Residence, Albany
Road.
Goods per *Hesperia* undelivered after this
date subject to rent.

THURSDAY, March 15.—
Noon.—Naval Contract Tenders close for
the supply of 1 Provision.

Noon.—English Mail leaves for Ports
of Call and Europe.

3 p.m.—American Mail leaves for Yokohama
and San Francisco.

Claims against the Hongkong Photographic
Co. close after this date.

MONDAY, April 2.—
3 p.m.—Occidental & Oriental S. S. Co.'s
Steamer leaves for Yokohama and San
Francisco.

MEMOS. FOR TO-MORROW
Shipping.

Noon.—French Mail leaves for Ports of
Call and Europe.

2 p.m.—*Esmeralda* leaves for Amoy.

3 p.m.—*Hesperia* leaves for Shanghai.

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arm, fracturing it. The bandaged arm was examined by Dr. Wherry, and he pronounced that the bone was fractured. The defendant, on the other hand, asserted that the complainant attacked him with a mallet first, and that he only used the iron bar to defend himself. The case was ultimately adjourned till to-morrow at noon. Mr Holmes appeared for the prosecution, and Mr D. E. Caldwell for the defence.

Manila.

(From the Manila Press.)

The first two days of the Manila Races—so far as they appear in our files received by the *Esmeralda* this morning—went off successfully on the 1st and 2nd instant. The spectators, both ladies and gentlemen, were numerous, and prominently among them were the newly-arrived Governor-General Moriones and several other high functionaries.

The late Governor-General Malcampo has signified his intention to leave Manila for his mother country by the steamer *Cadis*, which will leave on the 10th March. The Field Marshal Sanchez and the Director-General of the Exchequer, Sr. Chinchilla, leave for the same destination and in the same steamer.

His Excellency General Domingo Moriones, Marquis of Guisqueta and Governor-General of the Philippines, arrived at Manila on the 28th February in the steamer *Cadis*. The landing took place with the usual ceremony due to his rank. The boat which conveyed H. E. on shore, having left the steamer, the American frigate *Tennessee* hoisted the Spanish colors at the fore-topmast, and fired a salute of 15 guns, which was responded to by the shore battery. The *Cadis* also brought the new Director of the Exchequer, Sr. Mariano Carreras Gonzalez.

During the second fortnight of February, there were no other importations of coins than that of \$4,000 in silver.

The Director General of the Exchequer has ordered a refund to Messrs Holliday, Wise & Co., merchants at Manila, consignees of the British barque *Flying Spur*, of the fine of \$200 imposed by the Customs House of Manila upon the Captain of the said vessel. The sum has since been refunded.

THE RESPONSIBILITY OF TELEGRAPH COMPANIES.

A somewhat important case in reference to telegrams was decided on the 13th January last by Lord Coleridge, Mr Justice Grove and Mr Justice Denman in the Common Pleas Division of the Supreme Court, and it is reported as follows in the *Daily News* of the 15th January:—

DICKSON V. ROBERTSON.

The plaintiffs in this case were merchants at Valparaiso and in Liverpool, and the defendants had an agent at Monte Video, but not at Valparaiso. They sent packed telegrams to their agent who distributed them. In November, 1874, the plaintiffs received an order for barley by mistake, such order really not having been sent to them, and a consequence of this was that by a fall in the price of barley they suffered considerable loss. They now sued to recover the loss from the defendants; but their statement of claim was demurred to, and the question was raised whether there was any cause of action against the defendants.

Mr Justice Denman, in delivering judgment, said that the Court had taken time to consider the case, but they were now of opinion that it was governed by the decision in "Playford v. The United Kingdom Telegraph Company," that the duty of the defendants was towards the sender of the telegram, and that the plaintiffs, being strangers to the contract with the company, could not sue them. The company did not profess to carry on the business of agents to make contracts any more than the Post Office did, and they did not guarantee everybody against the delivery of messages to the wrong person, even though those messages had to go to the remotest parts of the earth. To impose such responsibility would be to hold that there was a greater liability than the law could imply from the nature of the company or the business carried on by them.

Judgment for the defendants.

THE TORRES STRAITS SERVICE.

(Cook own Herald.)

The brief telegram from London published in our issue of 20th January, announcing the determination of the E. & A. Company to abandon the Torres Strait service, unless the present subsidy of £20,000 be increased to £50,000, is well calculated to arouse apprehensions of a grave character in the minds of our community. We are well aware that the principal profit, as a commercial enterprise derived from the traffic of this end of the line, lies between Cooktown and Brisbane and Sydney not paying expenses. We are also aware that the company has been unfortunate in the loss of its best steamer, and that the recent total wreck of the *Singapore* will not cause the insurance companies to be more accommodating in rates to vessels on this line than formerly. So we may expect to see this splendid line of steamships, which have now become partly incorporated with our interest and identified with the progress of Cooktown, snatched from us, if prompt and energetic measures are not taken to urge upon the Government the importance to the colony and to us especially some consideration be given to the demands of the company. It appears that at an interview held by Mr Hart, the head of the firm of Bright Brothers, agents of the company in Brisbane, with the Colonial Secretary, he received an intimation that the present Ministry will not consent to the terms proposed by the E. & A. Company, at the same time being informed that the A. S. N. Co. are willing to undertake the contract for the present subsidy. Now, we believe that the latter company with its southern lines have their hands already full in supplying our weekly service to Brisbane, and that the statement of the Colonial Secretary was but a little bunkum, used to obtain better terms. Meantime the action of the E. & A. Co. induces alarm, and while time is lost in negotiating and bargaining, we shall find ourselves suddenly deprived of communication with Singapore. There has been no fault found with the efficiency of the service. The steamers are first-class, well officered, and well provided with passengers' accom-

modation. The only quibble is an advance upon the subsidy, shown in the last balance sheet of the E. & A. Company to be ridiculously below the expenses of a 9-knot service. The hostility evinced to the company by the Colonial Secretary and Premier displays either a lamentable indifference to or a want of knowledge of our northern requirements. Their apathy in not inviting and securing co-operation by the Government of New South Wales in this important matter, is evidence of want of tact and statesmanship. The Chamber of Commerce in Brisbane was to hold a meeting on the subject last Thursday, and we anxiously await the result of their deliberations, but can look upon any act which may tend to deprive us of this service, without providing an equally efficient one, as one of injustice, if not hostility to Cooktown.

MR NATHAN J. NEWWITTER AND THE KOBE COMMUNITY.

(From an Occasional Correspondent.)

(Japan Mail.)

Your readers may be amused, if not otherwise interested, in reading an account of the proceedings consequent on Mr Nathan J. Newwitter's late impertinent attempt to intrude upon the Mikado. Naturally indignant at his unauthorized assumption to address His Imperial Majesty in their name, the members of the Municipal Council called on him immediately to convene an Extraordinary Meeting of the body to receive what explanation he had to give—which, accordingly done, and the meeting assembled on the 14th instant. Mr Nathan J. Newwitter explained that he had presented the address with the sanction and authority of the *Gon Rei* of the *Kon*, Marika Masadami, and further said that he had in so doing, only anticipated, he imagined, the wishes of the Community.

This was not considered satisfactory, inasmuch as Mr Annesley, H. B. M. Consul, told the meeting that he had been informed by the Governor that Mr Nathan J. Newwitter's statement was not strictly within the bounds of correctness. Mr Nathan J. retorted by saying that his word was just as good as that of Mr Annesley or the Governor, and an elected member of the Board, seconded by a Consul, offered thereupon a resolution that Mr Nathan J. should resign the chair. This the Chairman refused to put to the meeting, on the ground that the extraordinary meeting was called only to receive his explanation, and that no action upon it could then be taken. The resolution had accordingly to be held over to take its regular place in the business of the next ordinary meeting of the Council, on the 17th instant, and an eligible opportunity was thus afforded to Mr Nathan J. to retire, in the interval, gracefully into private life, and resign the chair before the resolution was put, of which I should imagine he now regrets he did not avail himself; for verily, the last state of this man is worse than the first. At the ordinary meeting of the 17th I was present, and so were a very large number of the residents at Kobe, including all the principal merchants and leading men in society, and I venture to state that never, in all our experience in the East, was such a painful exhibition made of himself by a man whose position gives him, under most circumstances, a right to respect, as was made on this occasion by Mr Nathan J. Newwitter. After the usual reading of the minutes, the business of the Meeting was opened by the Chairman calling for the Finance Committee's Report for the past year. This having been postponed by a vote with only one dissentient, the Chairman proposed to read some correspondence, which was postponed in the same way; as also were other Committee's Reports, the Meeting evidently insisting on coming to the real question before the meeting, Mr Rasch's Resolution that Mr Nathan J. Newwitter be requested to resign the chair.

This point having been reached, the Resolution, as given in the *Herald* of the 17th instant, was read by Mr Rasch and seconded by Mr Duplaquet, and Mr Rasch called on Mr Annesley to make a statement which he was given to understand had been entrusted to him to make on behalf of the Governor. Mr Nathan J. Newwitter here interrupted the speaker by declaring that he would not put this Resolution, as being out of order from its disrespect to himself as chairman. However, after a good deal of animated discussion, he put to the meeting the question whether the statement of the Governor should be read. This was answered unanimously in the affirmative, and Mr Annesley then read a letter from the Governor, in reply to one from himself, in which he had asked whether it was true that Mr Nathan J.'s address had been presented to the Mikado, with his sanction and authority. The Governor's letter was exceedingly clear on both points, that neither Mr Nathan J. nor his address had been presented, and that, so far from the attempt having been made with his sanction and authority, it was done in direct opposition to his expressed wish, as he had taken a good deal of trouble to make Mr Nathan J. understand that no such address was wanted, or could be received. He went on to explain that Mr Nathan J., having failed to appear in the Hall of Audiences, when some of the other Consuls were present, the Mikado by their Ministers, had subsequently turned up in the sudden and unexpected manner among the waiters at the back of his chair, while seated at tiffin with the Mikado, and had pressed upon his acceptance the valuable address which he so pined to present to the Son of Heaven. He had declined the document again and again, until—get rid of him—he, as he says in his letter, "good-naturedly passed it secretly to an official of the Court of Ceremonies." And what that official did with it, dependent knoweth not—probably it assisted in warming the Imperial Bath.

The letter having been read, Mr Nathan J. objected to its being put on the minutes, on the ground that having been translated to appear in the English Consulate, it was probably not carefully rendered, and that the Governor ought to have attended the Council himself, or have sent his own translation of his letter. He then proceeded to deny the Governor's statements, and the discussion again became animated, the large audience of outsiders being with some difficulty restrained from joining in it.

But Mr Nathan J. had not yet sufficiently distinguished himself. Mr Rasch having again asked that his Resolution should be put to the meeting—the President, interrupting him, said that he had a matter to bring to the notice of the Council in the accounts of the year 1876. He then gave particulars of a small bill for \$25,000, for certain charges for preparing the Municipal Hall for a ball given in the name of Mrs. Annesley, on the occasion of Sir Harry Parkes' visit to Kobe in May of that

year—so much for carpenters for planing the floor, coolies carrying chairs, 2 lbs. of his ticks and half-a-pound of tennepny mails, etc. This item in the Municipal accounts he claimed should have been paid by Mr. Annesley, and Mr. Nathan J. averred that it had been presented to him for payment by the Municipal Superintendent, and refused; whereupon it had been paid out of the public purse. As the speaker was one of the Auditors who had passed, and signed, the whole accounts of 1876 as correct, it appeared odd,—to say the least, of it—that he should have referred to it on the occasion—so odd, indeed, to many of those present, that I, for a minute, was in doubt whether Mr. Nathan J. would have left the room by means of the door. Of course the necessary explanation was given immediately by the other Auditor, who stated that the Ball was really a semi-Municipal affair, and that the bill in question had never been seen by Mr. Annesley, which the Municipal Superintendent and Mr. Annesley both confirmed. This incident closed the meeting abruptly, for the three elected Members of the Council immediately left their seats, stating that they would not sit at the Board so long as Mr. Newwitter remained in the chair, and Mr. Newwitter clinging to that piece of furniture, announced the meeting adjourned.

It is hardly necessary to say that, amongst all nationalities there is only one opinion upon Mr Nathan J.'s conduct. A letter was immediately sent in to the Committee of the Club requesting it to take the needful steps, but those interested in that pleasant little society will be glad to hear that resignation, in this case, anticipated expulsion. What action the Board of Consuls will take is at present unknown; a meeting will take place on the 22nd instant to determine. What action the U. S. Consul-General or Minister will take, you will soon, we all hope, be able to inform us.

I have to close this letter hurriedly; but no other subject seems to interest people here at present—and we have no news from the seat of war.

THE SUEZ CANAL.

(Mitchell's Maritime Register.)

Our readers have seen in our impression of last week that at a meeting of the Suez Canal Company, held in Paris, the Treaty recently concluded between M. de Lesseps on the part of the Company, and Colonel Stokes on the part of the British Government was ratified, there being only four dissentients, amongst a crowded body of shareholders. The object of the Convention, which was signed as far back as February, 1876, is to put an end to the question of the surtax by arranging for its extinction on more favourable terms than those suggested by the International Commission, and also to arrange for the execution of extraordinary works of construction. It will be remembered that the arrangement of 1876, Shipping using the Canal were to pay 10 per cent. on the register tonnage, plus a surtax of 4f. per ton, which was to cease and determine when the income of the Canal should reach a certain point. This arrangement for tariff of transit was stated by the Ottoman Porte, and the traffic of the Canal has been since conducted subject to its conditions. The great preponderance of traffic under the British flag—nearly 76 per cent. of the whole—joined to the large pecuniary stake which England holds in the Canal, made it possible for the Managing President of the Company to enter into engagements with the British Representative which we can quite understand would, under other circumstances, have roused the jealousy of the other Maritime States whose Shipping use the Canal, and who do not appear to have been consulted respecting the terms of this Convention. As it is, we have seen no reclamations against the Convention, and as its terms are calculated to benefit generally, no objections will probably be urged. In this Convention M. de Lesseps engages, on the part of the Company, to procure their share of the Canal to be as comfortable as circumstances permit. It is not from such as these that the complaints against seamen come. The great steamship companies and no difficulty in obtaining competent men at the current rate of wages, the constant employment, good treatment, and shorter periods of absence home which they offer attracting the older and steadier hands, and especially those who are married. When a ship comes home from a voyage, her crew's wages cease on the day she arrives, but the men have to wait not unfrequently two or three days before they are paid. This is a stumbling-block, and an occasion of falling to many a sailor. Eager to enjoy change and liberty after the monotony and restraint of a long voyage, they hurry ashore, and find a warm welcome among grumps, runners, and other harpies ready to lend them money and to tempt them into every kind of dissipation; and part of the earnings they have to draw being thus forestalled, the rest generally follows in mere recklessness, and they find themselves obliged to ship again. A large majority of seamen on arriving ashore, on a voyage reaching an order for a month's wages advance to enable them to procure the necessary clothing. The order is made payable after the ship has sailed, and then only if the recipient has gone in her. The same land-charks are ready to cash these advances, and after their heavy charges for discount and for the deleterious drink with which they ply him but little remains to the sailor who has fallen into their hands. Go he must, or the advance note which has been issued to him would not be paid; so he is bundled on board his ship at the last moment, often helplessly drunk, his first month's wages spent, and with no proper outfit for the voyage except what he can obtain from the captain's slopchest. Not one ship in twenty hauls out of dock in any of our large ports but her crew is more or less incapacitated from this cause.

As there is now no lack of competent officers, many of whom are educated men belonging to middle-class families, amongst all the foreigners in British merchantmen there is to be found serving before the mast that is to say as common sailors. Their number is variously stated; some authorities giving only those sailing to and from ports in the United Kingdom, others including all the alien to be found under the red ensign. Allowing the proportion to be as much as one-fourth, it will be seen that many of these would be a great source of war as in time of peace. They are roughly divided into three classes, known on board ship as Dutchmen, Jagoes, and blacks. The natives of all these countries which border the Red Sea and the Baltic belong to the first category, a large proportion being Scandinavians. They are hardy and tractable sailors, ranking as a class second only to our own men, and

receiving similar wages. The patron saint of Spain gives his name to all who come from the shores of the Mediterranean including many Levantines; but the prejudice against this class has so much increased since the murderous mutinies on the *Lenie* and the *Canoe* that they are seldom engaged if other hands can be procured. Negroes, East Indians, and all the coloured races come under the general description of blacks. They are very useful in warm climates, many large steamers trading within the tropics being manned entirely by them under white officers, while Chinese and Polynesian sailors are much employed in distant seas. None of the dark races large ships seem to indicate that the known qualities of their officers and labour-saving contrivances are not sufficient, with Lascar or negro crews, for all emergencies. Some of the cases of scurvy which have occurred in British ships during the last two years are proved to have been due to the filth and ignorance of their black crews; and captains of experience affirm that, among whites as well, it is always the dirty and indolent who are the first to suffer from this malady, while men of active habits living under the same conditions are seldom affected.—*Fall Mail Budget.*

AN OFFICIAL MOSLEM.

My acquaintance with the official Turk was made in the press bureau. "How do you do, my dear friend? I am really delighted to see you. Sit here, close to me, and tell me what you want," said this great man in tones so impressive as I entered his room that I quite forgot my previous experiences with his brother Pasha, and looked forward to a speedy conclusion of my business. "Only this, Excellency," was my reply, as I unfolded a paper.

"A friend whom I can rely upon has sent me news of a battle in Montenegro, in which the enemy has gained a great advantage. The people of England are, as you know, anxious to hear the truth—indeed, it is to your interest that they should."

"I telegraph the news?" "Certainly," answered His Excellency; "we have nothing to hide. I will sign it for you, and then there will be no questions asked at the Telegraphic Bureau; you can take it, indeed, to the office in Stamboul, it will go quicker than from Pera; and I know that is of importance to you. I have been in England myself, and know a great deal about your English papers. A free press is indeed a great blessing; it makes me admire your government more and more every day. Now I shall give you some more news, if you please: here is a victory on our side which you can send as well. Write it out now" (giving me a telegram which he held in his hand). With many thanks I wrote out the news, with great grace His Excellency affixed his signature to the whole despatch, with a joyful countenance, and I handed it to the Stamboul office, and without a question the Turkish clerk there stationed accepted my mediocrity in payment. He even made a respectful yet friendly joke, shook hands with me twice, offered me a cigarette, and pressed me to take coffee. It was not till two months had elapsed that I found he had, in obedience to a mysterious mark in Turkish character which my message bore, excised the whole story of the defeat, and forwarded only the news of the victory.—*Whitehall Review.*

REPARTEE.

But there is another, and a more generous, ground for delight in witnessing this dash-ging prompt readiness of the faculties in meeting attack. It is, ordinarily, the man taken at a disadvantage, and open to insult or indignation through some weak point, as we might ourselves, who excites our sympathies. He stands forth the champion of the unready, who feel themselves avenged through him. The insolence of the whole prosperous side of life gets a snub when some sharp arrow of a rejoinder hits its mark. Of course, cynicism has its own line of repartee, and gets quoted for its ready sayings, such as the reply of the aristocrat of the old régime to the poor peasant's plea "A man must live," "Je n'en vois pas la nécessité." But contempt never excites sympathy. We must always side with the sentiment hidden in a retort if we are to enjoy it. Coleridge, in addition to his deeper and loftier faculties, had this power of retort attributed to him in early life, and, as we gather from the history of a particular ride, could apply according to the sensibilities of his opponent. The horse and get-up of the rider on this occasion were alike open to vulgar criticism, and a low wag, appreciating the general effect, asked the poet if he had met a tailor just like himself. "Yes," was the reply; "and he said he had just lost his goose." After this lowly triumph his road brought him within hail of a more distinguished party of horsemen, one of whom, a sporting M.P. known to have been bribed by the Ministry stopped him to inquire the price of horse and rider. "The horse," was the answer, "is a hundred guineas; as for the rider, as he is not in Parliament yet, I have not fixed his price." A story is told of the late Marquis de Boissy, who showed the same disregard of appearances, attended by the same power of holding his own under any guise or disguise. When presented to the late Emperor, his new uniform not being ready, he made his appearance in an old Court costume of his grandfather's, a man of vastly larger physique than himself. The Emperor received him kindly, but some of the courtiers grinned. Prince Murat, son of the unfortunate King of Naples, could not refrain a remark on the drabness of his dress. "Yes," said De Boissy, "c'est vrai, monseigneur, et à tout cost je vis en tant de déshonneur que je ne puis plus me plaindre d'être pauvre." The point of course being the well-known humble condition of the Prince's own ancestry. But self assertion under difficulties is not the noblest field for this weapon of defence. Patriotism has stimulated some of its happiest effects. Thus the witty Lord Dudley, upon a Vienna lady remarking impudently to him "What wretchedly bad French you all speak in London!" was inspired by it to the answer, "It is true, madame; we have not enjoyed the advantage of having the French twice in our capital."—*Saturday Review.*

Oh, the artless prattle of an innocent childhood! How the sweet music of their hearts and voices calls the late yearnings of the sorrow-stricken years of maturity. At the happy home, the other evening, where the family gathered around the tea-table, entertaining unexpected guests, the fond mother said to the youngest darling,

"Wee, darling, be careful; you mustn't spill the berries on the tablecloth." "Tain't a tablecloth," promptly responded darling; "it's a sheet." And late at night, when the company had gone away and that sweet child was standing with its head nearly where its feet ought to be, catching with its tear-blinded eyes occasional glimpses of a floating slipper that fluttered in the air with eccentric gyrations, one could see how early in the stormy years of this life one may begin to suffer for the truth.

Quotations.

HONGKONG, March 7, 1877.

OPIMUM.—New Patna, cash...	\$580
" New Benares, cash...	540
" New Malwa, cash...	555
" credit...	560
" Allowance Tael...	16 a 40
" Old Malwa, cash...	580
" credit...	585
" Allowance Tael...	16 a 32
CAMPION...	15 a 15
QUICKSILVER...	62 1/2 a 65
SALTPETRE...	6 50 a 6 10

Exchange.

Bank, on demand...	4 1/2
" 30 days' sight...	4 1/4
" 6 months' sight...	4 1/4
Credit...	4 1/4
Documentary, 6 months' sight...	4 1/4
Bombay...	22 1/2
Calcutta...	22 1/2
Shanghai, 30 days'...	74
Bar Silver, 17, dwt. B...	64 prom.
Maximilian...	1 1/2
Gold Leaf...	25 40
English Sovereigns...	4 92
Australian Sovereigns...	4 92
Discount...	8 a 10 1/2

Shares.

Hongkong Bank, 23 ex div.	
H.K. Fire Ins. Co., \$525 ex div.	
China Fire Ins. Co., \$156 ex div.	
China Traders' Ins. Co., \$1925	
Union Ins. Society of Canton, \$620	
Chinese Insurance Co., \$205	
North China Ins. Co., Tia. 875	
Yangtze Ins. Association, Tia. 615	
H.K. & W. Dock Co., 45	
H.K. & W. S. Boat Co., \$14 dls.	
Shanghai Steam N. Co., Tia. 94	
Hongkong Hotel Co., \$62 dls.	
Chinese Imperial Loan, \$39	

Temperature.

(Taken at Messrs. Faison & Co.'s Premises, Queen's Road.)	
HONGKONG, March 7, 1877.	
RABO. THERM.—9 A.M.	30.244
Do. 1 P.M.	30.180
Do. 4 P.M.	30.140
WET BULB—9 A.M.	64
Do. 1 P.M.	67
Do. 4 P.M.	68 1/2
Do. (Wet bulb) 9 A.M.	61 1/2
Do. Do. 1 P.M.	68
Do. Do. 4 P.M.	64 1/2
Do. Maximum...	67
Do. Minimum over night	60

Shipping Intelligence.

HOME SHIPPING.

The following is corrected from the latest London Papers:—

DEPARTURES.

Sept. 17, Palestine, from London to Hongkong.	
Oct. 5, Wega, from Hamburg to Chefoo.	
Nov. 12, Lima, from London to Hongkong.	
Nov. 13, Rurik, from Cardiff to Hongkong.	
Nov. 16, Hydra, from Cardiff to Hongkong.	
Nov. 17, Eliza Shaw, from London to Shanghai.	
Nov. 21, America, from Cardiff to Hongkong.	
Nov. 28, Western Chief, from London to Hongkong.	
Nov. 28, Madura, from Cardiff to Hongkong.	
Nov. 28, Hannah Law, from Cardiff to Hongkong.	
Nov. 28, New Era, from Cardiff to Hongkong.	
Dec. 4, Benolatha, from Cardiff to Hongkong.	
Dec. 17, A. E. Vidal, from Hamburg to Hongkong.	
Dec. 17, Carrioka, from London to Hongkong.	
Dec. 19, Channel Queen, from Cardiff to Hongkong.	
Dec. 20, Chinaman, from London to Hongkong.	
Dec. 22, Sophie, from New York to Hongkong.	
Dec. 23, Ino, from Greenock to Swatow.	
Dec. 23, John Nicholson, from New York to Shanghai.	
Dec. 27, Undine, from London to Shanghai.	
Dec. 28, Astenor (str.), from London to Shanghai.	
Dec. 29, Clydes (str.), from Liverpool to Shanghai, (at Singapore, rejoining).	
Dec. 29, Canaan, from Cardiff to Hongkong.	
Jan. 4, C. R. Bishop, from London to Hongkong.	
Jan. 6, Duna (str.), from Liverpool to China and Japan.	
Jan. 11, Windhover, from London to Shanghai.	
Jan. 12, Woodhall, from Hamburg to Hongkong.	
Jan. 12, Hope, from London to Hongkong.	
Jan. 13, Hector (str.), from Liverpool to Shanghai, (at Singapore, March 1).	
Jan. 16, Gryte, from Cardiff to Hongkong.	
LOADING FOR CHINA AND JAPAN PORTS.	
At London.—Steamers via Suez Canal.	
Viking.	Glenartney.
Glenlyon left Singapore.	Roadmaster.
London Castle.	
Shipping Agents.	
Forward H.C.	Balclutha.
City of Aberdeen.	Perth.
Antwerp.	Edin.
Daphne.	Albert Victor.
At Liverpool.	
Antarctic (str.).	Agamemnon (str.).
Robert Henderson.	Frederick P. Michfield.
Callar On.	
At Glasgow.	
Glenisla (str.).	

Mails.

COMPAGNIE DES MESSEGERIES
MARITIMES.
PAQUEBOTS POSTE FRANCAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
POINT DE GALLE, ADEN, SUEZ,
ISMAILA, PORT SAID, NAPLES,
AND MARSEILLES;

ALSO,
PONDICHERY, MADRAS AND
CALCUTTA.

ON THURSDAY, the 8th March,
1877, at Noon, the Company's
S. S. *TIGRE*, Commandant BRUNET,
with MAILS, PASSENGERS, SPECIES,
and CARGO, will leave this Port for the
above places.
Cargo and Species will be registered for
London as well as for Marseilles, and ac-
cepted in transit through Marseilles for
the principal places of Europe.
Shipping orders will be granted till noon.
Cargo will be received on board until
4 p.m., and Passengers until 3 p.m.
on the 7th March 1877. (Parcels are
not to be sent on board; they must be left
at the Agency's Office.)
Contents and value of Packages are re-
quired.
For further particulars, apply at the
Company's Office.

H. DU POUEY,
Agent.

Hongkong, March 2, 1877. mch



STEAM FOR

Singapore, Penang, Point de Galle,
Aden, Suez, Malta, Brindisi,
Ancona, Venice, Mediter-
ranean Ports, Southampton
and London;

ALSO,
Bombay, Madras, Calcutta, and
Australia.

THE PENINSULAR AND ORIENTAL STEAM
NAVIGATION COMPANY'S Steamship
TRAFALGAR, Captain HARRATT, will
leave this on THURSDAY, the 15th March,
at Noon.

For further Particulars, apply to
A. MOLLER, Superintendent.
Hongkong, March 2, 1877. mch

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP
COMPANY.

THROUGH TO NEW YORK, VIA
OVERLAND RAILWAYS, AND THROUGH
AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamer *ALASKA*,
will be despatched for San Francisco,
via Yokohama, on THURSDAY, the 15th
March, 1877, at 3 p.m., taking Passengers,
and Freight, for Japan, the United States,
and Europe.

Through Passengers Tickets and Bills
of Lading are issued for transportation to
Yokohama and other Japan Ports, to San
Francisco, to ports in Mexico, Central and
South America, and to New York and
Europe via OVERLAND RAILWAYS.

A Steamer of the Mitsui Bishi S. S. Com-
pany will leave Shanghai, via the Inland Sea
Ports, about same date, and make close
connection at Yokohama.

At New York, Passengers have selection
of various lines of Steamers to England,
France and Germany.

Freight will be received on board until
4 p.m. 14th March. Parcel Packages
will be received at the office until 5 p.m.
same day; all Parcel Packages should be
marked to address in full; value of same
is required.

For further information as to Passage
and Freight, apply to the Agency of the
Company, No. 16, Praya Central.

RUSSELL & Co., Agents.

Hongkong, February 20, 1877. mch

Occidental & Oriental Steam-
Ship Company.

TAKING THROUGH CARGO AND
PASSENGERS FOR THE UNITED
STATES AND EUROPE,

IN CONNECTION WITH THE
CENTRAL

AND
UNION PACIFIC AND CONNECTING
RAILROAD COMPANIES

AND
ATLANTIC STEAMERS.

THE S. S. "BELGIC" will be de-
spatched for San Francisco via Yoko-
hama, on MONDAY, the 2nd April,
at 3 p.m., taking Cargo and Passengers
for Japan, the United States and Europe.
Connection is made at Yokohama, with
Steamers from Shanghai.

Freight will be received on Board until
4 p.m. of the 1st Proximo. Parcel Packages
will be received at the Office until 5 p.m.
same day; all Parcel Packages should be
marked to address in full; value of same
is required.

Return Passage Tickets available for 6
months are issued at a reduction of 20 per
cent. on regular rates.

For further information as to Freight
and Passage, apply to the Agency of the
Company, No. 37, Queen's Road Central.

G. B. EMERY, Agent.

Hongkong, March 3, 1877. mch

WASHING BOOKS.

(In English and Chinese.)

WASHERMAN'S BOOKS, for the use
of Ladies and Gentlemen, are now
ready at this Office—Price \$1 each.
China Mail Office.

Insurances.

THE CHINA FIRE INSURANCE
COMPANY, LIMITED.

HEAD OFFICE—HONGKONG.

AGENCIES at all the Treaty Ports of
China and Japan, and at Singapore,
Saigon and Penang.

Risks accepted, and Policies of Insurance
granted at the rates of Premium current at
the above mentioned Ports.

SO CHARGE FOR POLICY FEES.

JAS. B. COUGHTRIE,

Secretary.

Hongkong, November 1, 1871.

LANCASHIRE INSURANCE

COMPANY.

(FIRE AND LIFE.)

CAPITAL—TWO MILLIONS STERLING.

THE Undersigned are prepared to grant
Policies against the Risk of FIRE on
Buildings or on Goods stored therein, on
Goods in Mats, on Goods on board
Vessels and on Hulls of Vessels in Har-
bour, at the usual Terms and Conditions.

Proposals for Life Insurances will be re-
ceived, and transmitted to the Directors
for their decision.

If required, protection will be granted on
first class Lives up to \$1000 on a Single
Life.

For Rates of Premiums, forms of pro-
posals or any other information, apply to
ARNOLD, KARBURG & Co.

Agents Hongkong & Canton.

Hongkong, January 4, 1867.

ROYAL INSURANCE COMPANY.

THE Undersigned, Agents for the above
Company, are prepared to grant In-
surances at current rates.

MELOHERS & Co.,

Agents, Royal Insurance Company.

CHINESE INSURANCE COMPANY.

(LIMITED.)

NOTICE.

POLICIES granted at current rates on
Marine Risks to all parts of the World.
In accordance with the Company's Articles
of Association, Two Thirds of the Profits
are distributed annually to Contributors,
whether Shareholders or not, in proportion
to the net amount of Premiums contributed
by each, the remaining third being carried
to Reserve Fund.

OLYMPANT & Co.,

General Agents.

Hongkong, April 17, 1873.

QUEEN FIRE INSURANCE

COMPANY.

THE Undersigned are prepared to grant
Policies against Fire to the extent of
\$45,000 on Buildings, or on Goods stored
therein, at current local rates, subject to a
Discount of 20% on the Premium.

NORTON & Co.,

Agents.

Hongkong, January 1, 1874.

NORTH BRITISH & MERCANTILE

INSURANCE COMPANY.

Incorporated by Royal Charter and
Special Acts of Parliament.

ESTABLISHED 1809.

CAPITAL \$2,000,000.

THE Undersigned, AGENTS at Hongkong,
for the above Company, are prepared
to grant Policies against FIRE, to the
extent of \$10,000 on any Building, or
on Merchandise in the same, at the
usual Rates, subject to a discount of 20
per cent.

GILMAN & Co.,

Agents.

Hongkong, July 6, 1875.

THE LONDON ASSURANCE

COMPANY.

INCORPORATED BY ROYAL CHARTER
OF

His Majesty King George The First,

A. D. 1720.

THE Undersigned having been appointed
Agents for the above Corporation are pre-
pared to grant Insurances as follows—

Marine Department.

Policies at current rates payable either
here, in London or at the principal Ports
of India, China and Australia.

Fire Department.

Policies issued for long or short periods at
current rates. A discount of 20% allowed.

Life Department.

Policies issued for sums not exceeding
\$3,000 on reasonable terms.

HOLLIDAY, WISE & Co.

Hongkong, July 25, 1872.

MANCHESTER FIRE ASSURANCE

COMPANY.

THE Undersigned Agents are in receipt
of instructions from the Board of
Directors authorizing them to issue Policies
to the extent of \$10,000 on any one first
class risk; or to the extent of \$15,000 on
adjoining risks at current rates.

A Discount of 20% allowed.

HOLLIDAY, WISE & Co.

Hongkong, January 8, 1875.

MANCHESTER FIRE ASSURANCE

COMPANY OF MANCHESTER

AND LONDON.

THE Undersigned have been appointed
Agents for the above Company at
Hongkong, Canton, Foochow, Shanghai
and Hankow, and are prepared to grant
Insurances at current rates.

HOLLIDAY, WISE & Co.

Hongkong, October 14, 1868.

For Sale.

SAYLE & Co.

GREAT CLEARANCE SALE.

IN Order to make Room for SPRING
GOODS.

On and after MONDAY, February 5th,
We shall offer the Remainder of Our
WINTER STOCK at an immense re-
duction.

DRESS GOODS at 15 cents per yard.
DRESS GOODS at 20 cents per yard.
DRESS GOODS at 25 cents per yard.
DRESS GOODS at 30 cents per yard.
DRESS GOODS at 35 cents per yard.

FANCY SILKS: We offer about 5,000
yards at 35 cents per yard, (these are more
or less soiled); original price \$1.50 and
\$2.00 per yard.

JAPANESE SILKS: Reduced to 40
cents per yard.

WOOL SHAWLS, MANTLES and
JACKETS, Marked very Cheap.

LADIES' BOYS' and GIRLS' FELT
HATS, at Half Price.

FANCY WOOL GOODS, at less than
Half Price.

LADIES' and CHILDREN'S WOOL and
MERINO HOSE, Greatly reduced.

100 dozen CHILDREN'S WOOL and
MERINO SOCKS, all Sizes, at less than
Half Price.

Several thousand Yards of VARIOUS
REMMANES, comprising: FLANNELS,
CALICOES, PERIMES, MUSLINS, STUFF
GOODS and Other Useful GOODS, are
Marked at Prices, which must effect im-
mediate Sale.

In order to prevent disappointment,
We beg to inform Our Customers and the
Public that this Extraordinary, and Un-
precedented Sale must close on February
28th.

SAYLE & Co.

VICTORIA EXCHANGE,

Queen's Road & Stanley Street.

HONG LISTS.

Circular, large sheet.

THE AMENDED HONG LIST
in English and Chinese, con-
taining the Names of all the most
important Companies, Institutions
and Mercantile Houses in the
Colony.

Price, 25 cents each; or \$2.50
per dozen.

At the "China Mail" Office.

Intimations.

Now Ready.

THE CHINA REVIEW.

Vol. V., No. 2.

Annual Subscription, postage included,
\$6.50.

CONTENTS.

Essays on the Chinese Language, (Continued
from page 83.)

Establishment of American Trade at
Canton.

Chinese Intercommerce with the Countries of
Central and Western Asia in the Fif-
teenth Century, Part I. (Continued
from page 132.)

The Baster's Song.

The Law of Inheritance.

Short Notices of New Books and Literary
Intelligence.

Notes and Queries—
Validity of Chinese Marriages.
Money Loan Associations.
Bean Cake as a Manure.
Piggin English.

Books Wanted, Exchanges, &c.

China Mail Office,

Hongkong, January 10, 1877.

THE HONGKONG CHINESE MAIL.

THE Circulation of THIS PAPER has
been very much extended. The fol-
lowing are some of its Agents—

Macao.—Man Chuen Shop.

Canton.—Sing Chuen Native Post Office,
Luen Hing Street; Chai Hong Low Hotel,
Luen Hing Street; Kwong Tin Fat Shop, Yan
Tat Street; Mr. Sit Chuen Fan, Tung Wen
Kwan; Yee Fong Shop, in front of the
Provincial Treasurer's Yamen; How Yuen
Shop, Small Market Street, New City; Yee
Cheung Photograph Shop, Honam; Kwai
Heung Shop, Sin Choong, Honam.

Suway.—Sui Cheong Hong; Woh Shun
Loong Hong.

Amoy.—Chun Cheong Hong, Mook Kik
Street.

Foochow.—Mr. Yui Ching Cheong, Foo-
chow Arsenal; Mr. Lum Kwok Ching, Mar-
itime Customs.

Shanghai.—Mr. Ng Ching Shun, Mar-
itime Customs; Mr. Ho Yue Chuen, Mar-
itime Customs; Mr. Chun Sing Hol, Messers
Jardine, Matheson & Co.; Mr. Kwong
Chuen Fook, Educational Mission School;
and Mow Sing Sang Kee shop.

Yingpo.—Mr. Bung Min Chee, Maritime
Customs.

Hankow.—Yee Hing Hong.

Ohgon.—Yee Shun Hong.

Japan.—Mr. Leung Chun Tsung, Muni-
cipal Office, Yokohama.

Singapore.—Wohong Hong.

Singapore.—Ting Kee Hong; Kwong
Fook Sang Hong.

Peking.—Yee Wing Fong; Argus Office.
Calcutta.—Mow Sing Company.
San Francisco.—Kwong Fong Tai Hong.

The above are some of the Agencies;
others will be published, when they are
arranged for. Negotiations are in progress
with the express couriers who carry the
official despatches and Peking Gazette, to
circulate the Chinese Mail in the interior of
China.

Hongkong, March 10, 1874.

Intimations.

NOTICE.

THE CHINESE MAIL.

FROM and after the Chinese New Year's
day (February 17, 1874) the Chinese
Mail will be issued DAILY instead of tri-
weekly as heretofore. No change, how-
ever, will be made in the price of subscrip-
tion, which will remain at \$4 per annum.

The charges for advertisements are now
assimilated to those of the China Mail.

The unusual success which has attended
the Chinese Mail makes it an admirable
medium for advertisers.

The Conductors guarantee an eventual
circulation of one thousand copies. It is
already the most influential native journal
published, and enjoys considerable prestige
at the Ports of China and Japan, and at
Singapore, Penang, Calcutta, San Fran-
cisco and Australia.

For terms, &c., address
Ma OHUN AYIN,
Manager.

China Mail Office,
17th February, 1874.

AE YON.

SHIPS' COMMODORE AND
STEVEDORE,

No. 57, Praya West.

SHIPPING SUPPLIED WITH ALL KINDS OF
COAL, WATER, BALLAST, FRESH
PROVISIONS & OILMAN'S
STORES.

Of the best quality and at the shortest notice.
Hongkong, May 1, 1876.

NEWS FOR HOME.

The Oriental China Mail.

(The oldest Overseas Paper in China.)

PUBLISHED AT THE "CHINA MAIL" OFFICE
IN TIME FOR THE ENGLISH MAIL.

Containing from 12 to 24 columns of closely
printed matter.

THIS Mail Summary is compiled from
the Daily China Mail, is published
twice a month on the morning of the
English Mail's departure, and is a re-
cord of each fortnight's current history
of events in China and Japan, con-
tributed in original reports and collected
from the journals published at the various
ports in those countries.

It contains Shipping news from Shanghai,
Hongkong, Canton, &c., and a complete
Commercial Summary.

Subscription, 50 cents per Copy (postage
paid 66 cents.) \$12 per annum (postage
paid \$13.50.)

Orders should be sent to GEO. MURRAY
BAIN, China Mail Office, 2, Wyndham
Street, not later than the evening before the
departure of the English Mail steamer.

Terms of Advertising, same as in Daily
China Mail.

THE CHINESE MAIL.

TERMS OF ADVERTISING IN THE
Chinese Mail.

TWO cents a character for the first 100
characters, and one cent a character
beyond the first 100, for first insertion, and
half price for repetitions during the first
week. Subsequent weeks' insertions will
be charged only one half the amount of the
first week's charge. Advertisements for
a half a year and longer will be allowed a
deduction of 25 per cent on the total amount,
and contracts for more favourable terms
can be made.

Efforts have been made to establish
Agents for circulating the Chinese Mail in all
the ports and in the interior of China, all
the ports in Japan, in Saigon, Singapore,
Penang, Calcutta, Batavia, Manila, the
Philippines, Australia, San Francisco, Peru
and other places where Chinese frequent.
When the list of Agencies is completed,
it will be published. Agents have been
already established in most of the above
places, and in important ports more than
one agent has been appointed at each.

OHUN AYIN,
Manager.

Hongkong, February 23, 1874.

To Let.

TO LET.
No. 8, PRIMA TERRACE, ELGIN STREET,
with Immediate Possession.

Apply to
LANE, CRAWFORD & Co.
Hongkong, February 7, 1877.

TO LET.
THE House No. 7, Upper Mosque
Terrace, at present in the occupation
of A. B. JOHNSON, Esq., Gas and Water
laid on.

Apply to
T. G. LINSTED.

Hongkong, February 28, 1877.

TO BE LET.
THE PREMISES No. 39, Queen's Road,
at present in the occupation of the
BORNCO COMPANY.

TURNER & Co.
Hongkong, February 6, 1877.

TO LET.
HOUSE No. 7, Calne Road, lately oc-
cupied by Mr. PARKER.

House No. 10, Albany Road, at present
occupied by the Rev. R. H. KID.

House No. 11, Seymour Terrace, at pre-
sent occupied by Mr. N. J. EDA, furnished
or unfurnished.

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